

# The Sydney Morning Herald.

"IN MODERATION PLACING ALL MY GLORY, WHILE TORIES CALL ME WHIG—AND WHIGS A TORY."

TERMS OF SUBSCRIPTION.

Sydney, Fifteen Shillings per Quarter, Single Numbers, Sixpence. Country, Seventeen Shillings and Sixpence per Quarter.

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1

VOL. XV.

THURSDAY, JUNE 1, 1843.

No. 1884.

CASH TERMS FOR ADVERTISEMENTS.

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The only persons authorized to receive Money and Communications on account of the "SYDNEY MORNING HERALD," except at the Office of Publication, Lower George-street, Sydney, are Mr. JOHN HANES, and Mr. W. B. BELL, Collectors, Sydney; Mr. JOSEPH HUNTER, Balmoral; Mr. JOHN LACOMBE, Ruthfield; Mr. LARAS WHITE, Paddington; Mr. HENRY TAYLOR, Portmarnock; Mr. A. W. WILLIAMS, Maitland and Wallsend; Campbelltown; Mr. JOHN CALMAN, Pitt-street; Mr. ROBERT DAWSON, Wellington; Mr. THOMAS CRAVEN, Caloundra, &c.; Mr. JOHN MCKEE, Berriwa; Mr. WILLIAM BARNARD RIDGE, Wellington, for Port Nicholson and Coal Trade, New Zealand; who are associated with Printed Receipts, with the written signatures of "KEMP AND FAIRFAX," who hereby give Notice that no other will be acknowledged for debts accruing from January 1, 1841.

The "SYDNEY MORNING HERALD" is published every Morning (Sunday excepted); and the Quarters and the 31st March, 30th June, 30th September, and 31st December, at which periods only can Subscribers desire by giving Notice and paying the amount due to the end of the Current Quarter. Advertisements must specify on the face of them the number of times they are intended to be inserted, and within the same time period, and charged to the party. No Advertisements can be accepted until Nine o'clock in the Evening. No verbal communications can be accepted, and all letters must be post paid, or they will not be taken in.

## SPECIAL NOTICE.

The Subscribers to this Paper, and the Public generally, are respectfully informed, that in future the following Rules will be strictly adhered to:

In Sydney.—No new Subscribers will be received without one quarter being paid in advance, for which ten per cent. will be allowed; the subscription in advance being 13s. 6d. per quarter.

In the Country.—No new Subscribers will be received without one year being paid in advance, for which ten per cent. will be allowed; the subscription in advance being 11s. 6d. per half year; and Proprietors must be furnished with the time with a written undertaking that all future payments, for subscription and charges of advertisements, shall be made in Sydney, or by the hands of an Agent.

In all cases, whether in Town or Country, the names of persons will be struck off the subscription list, when the arrears against them have stood over twelve months, and proceedings for recovering the amount will be instituted.

No Advertisements will be received from persons who are not Subscribers without payment in advance, either remittance or an order upon some responsible individual in Sydney.

In all cases of Insolvency, when a party is a Subscriber to this journal, the name is at once erased from the Subscribers' Book; and it is wished to take the paper in future, he must comply with the rule affecting new Subscribers, and pay in advance.

KEMP AND FAIRFAX,  
lower George-street

FOR PORT MACQUARIE.

**T**HE STEAM-PACKET  
MAITLAND.

W. Parsons, master, will leave the Commercial Wharf, for Port Macquarie, on Friday evening, the 1st June, at 6 o'clock.

Commercial Wharf, May 30. 7436

FOR FREIGHT OR CHARTER.

**T**HE fast sailing Barque  
AUSTRALIA  
PACKET.

503-tonner, now discharging at Campbell's Wharf. Apply to W. TUCKER AND CO., Pitt-street.

May 24. 5811

FOR LONDON DIRECT.

**T**HE fast sailing BARQUE  
ARACHNE.

For freight or passage, apply to the Captain on board, or to W. TUCKER AND CO., Pitt-street.

May 24. 5811

FOR LONDON, TO RAIL ON THE 1ST JULY NEXT.

**T**HE fast sailing BARQUE  
CORYPHON.

For freight or passage, apply to the Captain on board, or to W. TUCKER AND CO., Pitt-street.

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FOR LONDON, TO RAIL ON THE 1ST JULY NEXT.

**T**HE fast sailing Schooner  
PERSEVERANCE.

46 tons burthen, two sails, anchors, cables, and gear complete, the now stands. May be seen alongside Armada Wharf. Apply to A. B. SMITH AND CO., Pitt-street.

May 24. 5811

FOR LONDON, SHIP "DUBLIN"—BOTTOMRY WANTED.

**W**ANTED, a bottomry on the ship "DUBLIN" to the extent of seven hundred pounds, to be paid at the port of arrival, New Zealand, from thence to the west coast of South America, and load a cargo for England.

N.B. Should sufficient indemnification be obtained, there will be no objection to this ship chartering for my part, in accordance with the 3rd clause of the deed of settlement.

JOHN WALKER, Secretary and Cashier.

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## SHIPPING INTELLIGENCE.

### ARRIVALS.—NOSE.

### DEPARTURES.

For Hobart Town, yesterday, the schooner *Hatteras*, Captain Hayle, with a general cargo; *Panther*—Mr. Bruce, Miss E. Adema, Mr. Ellis, Mr. and Mrs. Glasson, and child, Mr. and Mrs. Jones, Mr. Pudney, Mr. Cox, and Mr. Horne.

For Hobart Town, same day, the cutter *Cambria*, Captain Richards, with sundries, passengers—Misses P. Jones, Sibley, Dunn, Mrs. Yarrell, Robinson, Harris, P. Kerr, Full, Gossard, Shafe, Dally, James, and an aboriginal native.

### CLEARANCES.

For Hobart Town, the schooner *Harlequin*, Captain Morgan, with coal.

For London, the barque *Achilles*, Captain Pearce, with colonial produce—Miss Beard, Mrs. Alexander and son, Dr. Robertson and servant, Miss M'Dougal, Mrs. Campbell, Mr. and Mrs. McLean, Mr. and Mrs. Morris, Mr. and Mrs. Trist, two children, Messrs. Michael Grimes, G. Houston, Patrick Bailey, J. Gurney, H. A. Lamb, H. Walkden, Moberley, Thomas, and Miss Creighton.

### COASTERS INWARD.

May 31.—*Harlequin*, 62, Morgen, from Newcastle, with coal; *Charles Webb*, 21, Croad, from Morpeth, with 50 hds. wool; *Fly*, 46, from Newcastle, with coal; *Albert*, 27, from Carlisle, 1, N. S., with coal; *John and Charlotte*, 93, Colling, from Newcastle, with coal; *Express*, 24, Graham, from Newcastle, with coal; *Fly*, 10, Shaw, from the Hawkesbury, with 20,000 shingles, 2,000 feet timber; *Red Lion*, 16, Hull, from the Hawkesbury, with 1,750 feet timber, 50 bushels wheat; *Fly*, 20, Williams, from Brisbane Water, with 10,000 feet timber, 1,000 palls, 5,000 laths; *Shamrock*, (master, 1,000), from Morpeth, with 70 hds. hay, 50 bushels wheat; *Sophia Jane*, (master, 156), from Newcastle, with 500 feet timber, 37 hds. hay, 17 hds. bark, &c.; *Eclipse*, 21, Sullivan, from East Gosford, with 3,000 feet shingles, 25,000 shingles, 200 posts and rails; *Affred*, 12, Hornby, from Brisbane Water, with 12,000 laths, 10,000 feet timber; *Eliza*, maize, 20 bushels wheat; *Narrara*, 23, Wallington, 21, Bloxham, from Newcastle, with coal; *Woolwich*, 21, Bloxham, from Newcastle, with iron, &c.

### COASTERS OUTWARDS.

May 31.—*Heathcote*, 27, Campbell, for Newcastle, in ballast; *Orolara*, 91, Addame, for Newcastle, in ballast; *Fly*, 20, Williams, for Newcastle, in ballast; *Shamrock*, 16, Hull, from Morpeth, with coal; *Albert*, 27, from Carlisle, 1, N. S., with coal; *John and Charlotte*, 93, Colling, from Newcastle, with coal; *Express*, 24, Graham, from Newcastle, with coal; *Fly*, 10, Shaw, from the Hawkesbury, with 20,000 shingles, 2,000 feet timber; *Red Lion*, 16, Hull, from the Hawkesbury, with 1,750 feet timber, 50 bushels wheat; *Fly*, 20, Williams, from Brisbane Water, with 10,000 feet timber, 1,000 palls, 5,000 laths; *Shamrock*, (master, 1,000), from Newcastle, with 70 hds. hay, 50 bushels wheat; *Sophia Jane*, (master, 156), from Newcastle, with 500 feet timber, 37 hds. hay, 17 hds. bark, &c.; *Eclipse*, 21, Sullivan, from East Gosford, with 3,000 feet shingles, 25,000 shingles, 200 posts and rails; *Affred*, 12, Hornby, from Brisbane Water, with 12,000 laths, 10,000 feet timber; *Eliza*, maize, 20 bushels wheat; *Narrara*, 23, Wallington, 21, Bloxham, from Newcastle, with coal.

The steamer *Sophia Jane*, from Wollongong, reports having seen a barque and a brig on Monday last, off that place, standing towards Sydney. They have now been detained by the north-east wind.

The steamer *Cygnus* was towed by a steamer yesterday from Cockle Bay to Pinchgut, and will sail for London this day. The *Ardmore* has also sailed into London, this morning, for the same destination. The steamer *Passenger* had made her passage out in thirty-three days, and served to have been made that she will make a quicker passage home than any other vessel this season.

### DIARY.

#### MEMORANDUM FOR THIS DAY.

June. UN. | HIGH TIDE. | RISES | SETS | MORNING | EVENING |  
1. THURSDAY | 17 | 3 | 4 | 10 | 44 | 11 | 18  
First Quarter, June 6, 21 m, to, 1 morning.

Town Clerk's Office,

May 30, 1843.

NOTICE is hereby given that an adjourned Meeting of the City Council will be held Friday next, the 2d June, at twelve o'clock.

CHARLES HENRY CHAMBERS,

Town Clerk.

ROYAL VICTORIA THEATRE.

THIS EVENING, THURSDAY, JUNE 1, 1843, will be produced (for the first time) these three operas:—“THE BOHEMIAN MOTHER.” A favorite Song by Mrs. Giulia. To conclude with the operatic extravaganza of “OTHELLO TRAVESTIE,” with all the original parades, &c.

VIVAT REGINA. Mr. J. LAZAR, Manager.

### ROYAL CITY THEATRE.

First night of LUKE THE LABOURER: Luke, Mr. Knowles. Second night of THE MOCK CATALAN.

THIS EVENING, THURSDAY, JUNE 1, 1843, will be presented Buckett's dramatic comedy “THE LIFE OF THE LONDON SON:” Lettice, Mrs. Knowles; Sophie Chase, Mr. Lee; Phillips; Bobby Trot, Mr. J. Simmons; Landor, Mr. Riley; Dickie; Fenton, Mr. Smith; Mrs. Chapman; Jenny, Mrs. Thompson; Clara, Miss Ximenes; Jean, Mrs. Thompson. In Act I, a Comic Duet by Mr. Simmons and Mrs. Thompson; The Orchestra will perform the Overture to “La Dame Blanche;” a Hornpipe, the old “Hornpipe,” by Miss Jones; a Favorite Song by Madame Gaillard; a “Pae de Danse,” by Miss Jones and Miss Thomas.

To conclude with the admired musical Burletta, entitled “THE MOCH CATALAN IN THE LITTLE PUDGING:” Don Alfonso, a young master; Major or Don; Don Alfonso, a patois of music and the fine arts; Mr. Fenton; William (teacher of music and languages); afterwards the Mock Catalán; Mr. Simmons; Ensign and Commander O'Leary; Mr. Phillips; Bobby Trot; Mr. Lee; Phillips; Sophie Chase; Mr. Riley; Dickie; Fenton, Mr. Smith; Mrs. Chapman; Jenny, Mrs. Thompson; Clara, Miss Ximenes; Jean, Mrs. Thompson. In Act I, a Comic Duet by Mr. Simmons and Mrs. Thompson; The Orchestra will perform the Overture to “La Dame Blanche;” a Hornpipe, the old “Hornpipe,” by Miss Jones; a Favorite Song by Madame Gaillard; a “Pae de Danse,” by Miss Jones and Miss Thomas.

The steamer *Passenger* had made her passage out in the month of April, and will arrive in London on Saturday next, the 3d June, at half-past six. It is painful to find that the income of the Post Office had declined twelve per cent. in the quarter. We believe this is the first instance, or pretty nearly the first, of this branch of revenue experiencing a decrease.

The decrease in the ad valorem duties in the auction duties is rather less than might have been anticipated.

The decrease in the ad valorem duties is surprisingly small, being less than six per cent.

The diminished produce of fines and fees is owing principally, we apprehend, to the check put to litigation by the working of the Insolvent Act.

On the whole, the Government may think itself very fortunate that in such times as these the Revenue should have sustained so considerable an injury.

### LAW INTELLIGENCE.

#### SUPREME COURT.—INSOLVENCY BUSINESS.

Wednesday.

The CHIEF COMMISSIONER moved that the following trustee be confirmed, viz.—

*Elected Trustees.*

John G. Macfarlane ... L. C. Weis;

Enoch W. Budder ... Clarke J. and Nicholas James.

Walter Rotton ... Clarke Irving and Nicholas James.

George Wentworth ... Clarke Irving and Nicholas James.

George Blackett ... George Hatratt and Nicholas James.

John Ginger ... Clarke Irving and Nicholas James.

Thomas Nalder ... Clarke Irving and Nicholas James.

John Armitstead ... John Morris.

Thomas Smith ... Michael Gannon.

Henry C. Davis ... William Bradbridge.

Frederick B. Carrick ... William N. Simonds.

Charles A. Day ... Joseph M'Kenna.

VICTORY REGINA.

The Sydney Morning Herald.

### THURSDAY, JUNE 1, 1843.

“Soorn to no Master, of no Scell am I.”

THE QUARTER'S REVENUE.

In Monday's *Herald* we published the official Abstract of the Colonial Revenue (exclusive of the District of Port Phillip) for the quarters ended 31st March, 1842 and 1843, respectively.

It was generally expected that this Abstract would exhibit a very serious falling off in the public income; but we are agreeably surprised to find that notwith-

standing the comparative stagnation of trade and commerce, the gross receipts of the past quarter were only £2,551 below those of the corresponding quarter of last year. To our still greater surprise, the Land Revenue had increased. In the first quarter of 1842, this Revenue was £8,318; last quarter it was £11,004; being an increase of £2,685, or 321 per cent. The items of increase consist of

Lands Sales—first quarter of 1843 £4,044

Ditto 1842 2,861

Increase, being 44 per cent. £1,183

Quit Rents—first quarter of 1843 £5,768

Ditto 1842 4,184

Increase, being nearly 33 per cent. £1,584

Leases—first quarter of 1843 £1,065

Ditto 1842 251

Increase, being 612 per cent. £154

The decrease consists of only two items—Fees or title deeds, exhibiting a decrease of £113; and Licenses to depature stock, which in the first quarter of 1842 totalled £6,000, and in that of the present year £165: being a decrease of £126, or 212 per cent.

Of the Ordinary Revenue the gross decrease was. . . . £11,994

And the gross increase . . . . 6,404

Leaving a net decrease of £5,590

Being at the rate of about 73 per cent, a result far less unfavourable than the circumstances of the colony had led us to anticipate.

The sources of the Ordinary Revenue may be classified as follows:—

Duties on spirits, and

licences to retail . . . . 29,189 Inc. 41

Duties on tobacco . . . . 9,563 Dec. 154

Ad Valorem on foreign goods . . . . 6,887 Inc. 52

Post Office . . . . 4,007 Dec. 12

Auctions . . . . 1,684 Dec. 23

Shipping . . . . 1,650 Dec. 151

Fees and fines . . . . 6,324 Dec. 271

Assessment on live stock beyond the boundaries . . . . 2,677 Dec. 131

Interest on Bank Deposits . . . . 887 Dec. 65

Miscellaneous . . . . 3,036

£266,504

With regard to the first item, it appears that the quantity of spirits imported in the first quarter of 1842 was 51,777 gallons

and in the first quarter of 1843 . . . . 43,836 gallons

Being a decrease in quantity . . . . 7,941 gallons

Or 154 per cent.

The Revenue from this source was—

In the first quarter of 1842 . . . . £27,250

In the first quarter of 1843 . . . . 23,127

Being a decrease of . . . . £4,123

On the other hand, distillation in the colony has prodigiously increased. The quantity of spirits distilled in the first quarter of 1842 was only 1,640 gallons; whilst in the first quarter of 1843 it was . . . . 13,123 gallons

Being an increase of . . . . 11,483 gallons

Or the enormous rate of 700 per cent, upon the quarter!

The revenue from colonial distillation was—

In the first quarter of 1842 . . . . £533

In the first quarter of 1843 . . . . 5,906

Increase, . . . . £5,373

Bearing in mind the still stupendous rate of 1,008 per cent,!

It must not, however, be supposed that distillation had increased to this extent, the augmentation of revenue having arisen from the improved system of Government Control. For some time past the officers have kept watch in the distilleries night and day, relieving each other like military sentinels. A better order of persons, too, have been appointed for this duty, and more liberal salaries given to them. And the fruit of this more spirited arrangement is a net gain to the revenue of one quarter, of more than £2,000.

It is painful to find that the income of the Post Office had declined twelve per cent. in the quarter. We believe this is the first instance, or pretty nearly the first, of this branch of revenue experiencing a decrease.

The decrease in the ad valorem duties in the auction duties is rather less than might have been anticipated.

The decrease in the ad valorem duties is surprisingly small, being less than six per cent.

The diminished produce of fines and fees is owing principally, we apprehend, to the check put to litigation by the working of the Insolvent Act.

On the whole, the Government may think itself very fortunate that in such times as these the Revenue should have sustained so considerable an injury.

### DOMESTIC INTELLIGENCE.

#### INSOLVENCY PROCEEDINGS.

Wednesday.

Baron the CHIEF COMMISSIONER.

PROSECUTIONS.

In the estate of Thomas Lyall Symers, a special meeting: E. Leader, £25.

Special meetings were also held in the estates of C. L. D. Fattori, and that of the late William Henry Tyre, but no



**AMERICAN NOTES  
FOR  
GENERAL CIRCULATION.**  
BY CHARLES DICKENS.

**CHAPTER VII.**  
IN CANADA; TORONTO; KINGSTON;  
MONTREAL; QUEBEC; ST. JOHN'S.  
IN THE UNITED STATES AGAIN;  
LEBANON; THE SHAKER VILLAGE;  
AND WEST POINT.

I WISH to abstain from instituting any comparison, or drawing any parallel whatever, between the social features of the United States and those of the British Possessions in Canada. For this reason, I shall confine myself to a very brief account of our journeys in the latter territory.

But before I leave Niagara, I must advert to one disgusting circumstance which can hardly have escaped the observation of any decent traveller who has visited the falls.

On Table Rock there is a cottage belonging to a guide, where little relics of the place are sold, and where visitors register their names in a book kept for the purpose. On the wall of the room in which a great many of these volumes are preserved, the following request is posted: "Visitors will please not copy nor extract the remarks and poetical effusions from the registers and albums kept here."

But for this intimation, I should have let them lie upon the tables on which they were strewn with careful negligence, like books in a drawing-room: being quite satisfied with the stupendous silliness of certain stanzas, with an anti-climax at the end of each, which were framed and hung upon the wall. Curious, however, after reading this announcement, to see what kind of morsels were so carefully preserved, I turned a few leaves, and found them scrawled all over with the vilest and the filthiest ribaldry that ever human tongue in which they are written (though I hope few of these entries have been made by Englishmen), and a reproach to the English side, on which they are preserved.

The quarters of our soldiers at Niagara, are finely and airyly situated. Some of them are large detached houses on the plain above the Falls, which were originally designed for hotels; and in the evening time, when the women and children were leaning over the balconies, watching the men as they played at ball and other games upon the grass before the door, they often presented a little picture of cheerfulness and animation which made it quite a pleasure to pass that way.

At any garrisoned point where the line of demarcation between one country and another is so very narrow as at Niagara, desertion from the ranks can scarcely fail to be of frequent occurrence: and it may be reasonably supposed, that when the soldiers entertain the wildest and maddest hopes of the fortune and independence that await them on the other side, the impulse to play traitor, which such a place suggests to dishonest minds, is not weakened.

But it very rarely happens that the men who do desert, are happy or contented afterwards; and many instances have been known in which they have confessed their grievous disappointment, and their earnest desire to return to their old service, if they could but be assured of pardon, or of lenient treatment.

Many of their comrades, do like, from

time to time; and instances of loss of life in the effort to cross the river with this object, are far from being uncommon. Several men were drowned in the attempt to swim across, not long ago; and one, who had the madness to trust himself upon a table as a raft, was swept down to the whirlpool, where his mangy body eddied round and round some days.

I am inclined to think that the noise of the Falls is very much exaggerated; and this will appear the more probable when the depth of the great basin in which the water is received, is taken into account. At no time during our stay there was the wind at all high or boisterous, but we never heard them three miles off, even at the very quiet time of sunset, though we often tried.

Quenon, at which place the steam-boats start for Toronto (or I should rather say at which place they call, for their wharf is at Lawton, on the opposite shore),

is situated in a delicious valley, through which the Niagara river, in colour of a very deep green, pursues its course. It is approached by a road, that takes its winding way among the heights by which the town is sheltered; and seen from this point is extremely beautiful and picturesque.

On the most conspicuous of these heights stood a monument, erected by the provincial legislature in memory of General Brock, who was slain in a battle with the American forces, after having won the victory. Some vagabond, supposed to be a fellow of the name of Lett, who is now, or who lately was, in prison as a felon, blew up this monument two years ago, and it is now a melancholy ruin, with a long fragment of iron railing hanging dejectedly from its top, and waving to and fro like an ivy branch or broken vine stem. It is of much higher importance than it may seem, that this statue should be repaired at the public cost, as it ought to have been long ago.

Firstly, because it is beneath the dignity of England to allow a memorial raised in honour of one of her defenders, to remain in this condition on the very spot where he died. Secondly, because the sight of it in its present state, and the recollection of the unpunished outrage which brought it to this pass, is not very likely to soothe down border feelings among English subjects here, or compels their border quarrels and dislikes.

I was standing on the wharf at this place, watching the passengers embarking in a steamboat which preceded that whose coming we awaited, and participating in the anxiety with which a sergeant's wife was collecting her few goods together—keeping one distressed eye hard upon the porters, who were hurrying them on board, and the other a hopeless washing-tub, for which, as being the most utterly worthless of all her movables, she seemed to entertain particular affection—when three or four soldiers with a recruit came up, and went on board.

The recruit was a likely young fellow enough, strongly built and well made, but by no means sober: indeed he had all the air of a man who had been more or less drunk for some days. He carried a small bundle over his shoulder, slung and had a short pipe in his mouth. He was dusty and dirty as recruits usually are, and his shoes betokened that he had travelled on foot some distance,

but he was in a very jocose state, and shook hands with this soldier, and clapped that one on the back, and talked and laughed continually, like a roaring idle dog as he was.

The soldiers rather laughed at this blade than with him: seeming to say, as they stood straightening their canes in their hands, and looking coolly at him over their glazed stocks, "Go on, my boy, while you may! you'll know better bye and bye."

When suddenly the novice, who had been backing towards the gangway in his noisy merriment, fell overboard before their eyes, and splashed heavily down into the river, between the vessel and the dock.

I never saw such a good thing as the change that came over these soldiers in an instant. Almost before the man was down, their professional manner, their stiffness and constraint, were gone, and they were filled with the most violent energy.

In the afternoon we shot down some rapids where the river boiled and bubbled strangely and where the force and headlong violence of the current were tremendous. At seven o'clock we reached Dickenson's Landing, whence travellers proceed for two or three hours by stages: the navigation of the river being rendered so dangerous and difficult in the interval, by rapids, that steamboats do not make the passage. The number and length of those portages over which the roads are bad, and the travelling slow, retard the way between the towns of Montreal and Kingston, somewhat tedious.

Our course lay over a wide, uninhabited tract of country at a little distance from the river side, whence the bright warning lights on the dangerous parts of the St. Lawrence shone wild. The night was dark and raw, and that way dreary enough. It was nearly ten o'clock when we reached the wharf where the next steamboat lay, and went on board, and to bed.

She lay there all night, and started as soon as it was day. The morning was ushered in by a violent thunder-storm, and was very wet, but gradually improved and brightened up. Going down after breakfast, I was amazed to see floating down with the stream, a most gigantic raft, with some thirty or forty wooden houses upon it, and at least as many flat boats, so that it looked like a nautical street. I saw many of these rafts afterwards, but never one so large. All the timber, or "lumber," as it is called in America, which is brought down the St. Lawrence, is floated down in this manner. When the raft reaches its place of destination, it is broken up; the materials are sold; and the boatmen return for more.

At eight we landed again, and travelled by a stage-coach for four hours through a pleasant and well-cultivated country, perfectly French in every respect; in the appearance of the cottages: the air, language, dress of the peasantry; the signs-boards on the shops and taverns; and the Virgin's shrines, and crosses, by the wayside.

Nearly every common labourer and boy, though he had no shoe to his feet, wore round his waist a sash of some bright colour: generally red; and the women who were working in the fields and gardens, and doing all kinds of housework, with most capacious brims. There were Catholic priests and Sisters of Charity in the village streets; and images of the Saviour at the corners of cross-roads, and in other public places.

The first stone of a new college had been laid but a few days before, by the Governor-General. It will be a handsome, spacious edifice, approached by a long avenue, which is already planted and made available as a public walk. The town is well adapted for wholesome exercises at all seasons, for the footways in the thoroughfares which lie beyond the principal street, are planked like floors, and kept in very good and clean repair.

It is matter of deep regret that political differences should have run high in this place, and led to most discreditable and disgraceful results. It is not long since guns were discharged from a window in this town at the successful candidates in an election, and the coachman of one of them was actually shot in the body, but not dangerously wounded. But one man was killed on the same occasion; and from the very window whence he received his death, the very flag which shielded his murderer (not only in the commission of his crime, but from its consequences), was displayed again on the occasion of the public ceremony performed by the Governor-General, to which I have just adverted. Of all the colours in the rainbow, there is but one which could be employed: I need not say that flag was orange.

The time of leaving Toronto for Kingston is not. By eight o'clock next morning, the traveller is at the end of his journey, which is performed by steamboat upon Lake Ontario, calling at Port Hope and Cobourg, the latter a cheerful thriving little town. Vast quantities of flour form the chief item in the freight of these vessels. We had no fewer than one thousand and eighty barrels on board, between Cobourg and Kingston.

The latter place, which is now the seat of Government in Canada, is a very poor town, rendered still poorer in the appearance of its market-place by the ravages of a recent fire. Indeed, it may be said of Kingston, that one half of it appears to be burnt down, and the other half not to be built up. The Government House is neither elegant nor commodious, yet it is almost the only house of any importance in the neighbourhood.

There is an admirable jail here, well and wisely governed, and excellently regulated, in every respect. The men were employed as shoemakers, ropemakers, blacksmiths, tailors, carpenters, and stonecutters; and in building a new prison, which was pretty far advanced towards completion. The female prisoners were occupied in needlework. Among them was a beautiful girl of twenty, who had been there nearly three years. She acted as bearer of secret despatches for the self-styled Patriots on Navy Island, during the Canadian Insurrection; sometimes dressing as a girl, and carrying them in her stays; sometimes attire herself as a boy, and secreting them in the lining of her hat. In the latter character she always rode as a boy would, which was nothing to her, for she could govern any horse that any man could ride, and could drive four-in-hand with the best whip in those parts. Setting forth on one of her patriotic missions, she appropriated to herself the first horse she could buy her hands on; and this offence had brought her where I saw her.

The city is rich in public institutions and in Catholic churches and charities, but it is mainly in the prospect from the site of the Old Government House, and from the Citadel, that its surpassing beauty lies. The exquisite expanse of country, rich in field and forest, mountain-height and water, which lies stretched out before the view, with miles of Canadian villages, glancing in long white streaks, like veins along the landscape; and the tiny ships below the rocky town immediately at hand; the beautiful St. Lawrence sparkling and flashing in the sunlight; and the tiny ships below the rock from which you gaze, who bravely and worthily distinguished himself on more than one trying occasion: not least among them, in having the moral courage to carry British troops, at a time (during the Canadian rebellion) when no

steamboats were building, and getting on vigorously.

We left Kingston for Montreal on the tenth of May, at half-past nine in the morning, and proceeded in a steam boat down the St. Lawrence river. The beauty of this noble stream at almost any point, but especially in the commencement of this journey when it winds its way among the thousand islands, can hardly be imagined.

The number and constant succession of these islands, all green and richly wooded; their fluctuating sizes, some so large that for half an hour together one among them will appear as the opposite bank of the river, and some so small that they are mere dimples on its broad bosom; their infinite variety of shapes, and the numbers combinations of beautiful forms which the trees growing on them, present: all form a picture fraught with uncommon interest and pleasure.

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In the spring of the year, vast numbers

of emigrants who have newly arrived from England or from Ireland, pass between Quebec and Montreal on their way to the back woods and new settlements of Canada. If it be an entertaining lounge, (as I very often find it) to take a morning stroll upon the quay at Montreal, and see the steamboats, all of them crowded with emigrants, who are all green and richly wooded; their fluctuating sizes, some so large that for half an hour together one among them will appear as the opposite bank of the river, and some so small that they are mere dimples on its broad bosom; their infinite variety of shapes, and the various combinations of beautiful forms which the trees growing on them, present: all form a picture fraught with uncommon interest and pleasure.

After breakfasting at Whitehall, we took the stage-coach for Albany: a large and busy town, where we arrived between five and six o'clock that afternoon; after a very hot day's journey, for we were now in the height of summer again. At seven we started for New York on board a great North River steamer, which was so crowded with passengers that the upper deck was like the box office of a theatre between the pieces, and the lower like the gallery. Its width is so contracted at one point, indeed, that they are obliged to warp round by means of a rope.

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